as of Tehuantepee...The Garay and

MES GORDON BENNETT, Esq:-The importance of finding some favorable point for caking through the barrier of land which separates ose portions of the world washed by the waters of e Atlantic and the Pacific has occupied the minds men since the first discovery of the American con.

On the one side of this barrier lie the countries in hich the human mind has, within the last eighteen nturies, received its grandest developements-in hich all the knowledge and arts pertaining to the ell-being of man embraced in the word "civilizaon" have, under the genial influence of Christianity, n successfully and exclusively cultivated. Here et he nations whose fleets rule the seas, whose ban-ers are seen in the remotest parts of the earth, hose sages are the chosen interpreters of the secrets nature, and whose missionaries carry the glad dings of salvation to all the nations of the earth. n the other, an ocean of far greater extent washes e shores of countries varied in character—the anent and long known countries of the "East," the ew and virgin shores of North America, the semiivilized coasts of the southern continent, and the ountless isles of the sea-as various in their inhabiants as in their climate and geographical position, et all having one common point: that their future estiny is yet to be worked our by the influence, irect or indirect, of the nations of the northern At-

over a new continent, but to reach the countries of he "East" by a shorter and more expeditious route; ad when he found himself baffled in this idea he did ot cease to seek a passage through the barrier hich his discovery had made known. And since be day of the Great Discoverer no project of a simi-ir character has attracted more attention than that f uniting the two great oceans of the globe.

While men may have indefinitely postponed the eriod, it has always been regarded as a fixed fact hat such a communication must one day be estab-

If such has been the general feeling of men, with ow much more force is it brought home to citizens

f the United States since the day that her own possions have been established in the Pacific-since om her own people a new State has all at once sprung nto existence, and since a tide of human intercourse as established itself between the two oceans unbaralleled in the history of the world.

It is not strange that the narrow neck of land separating the two oceans has been explored and reexplored, and that every point which tradition or revious geographical knowledge had indicated as worable have been examined.

The Panama route has as yet, through necessity, enjoyed almost a monopoly of the travel which would nave sought the Isthmus of Tehuantepec had not he perverse obstinacy of Mexico succeded thus far n closing it against the world.

The comparative shortness of this route, (saving some 1,700 miles from New Orleans, and 1,200 from New York,) as compared with Panama, its lying on this side in a sea under our control, directed early attention to it. But still a doubt hung over its probability until the proprietors of the Garay grant, by costly survey, demonstrated beyond a shadow of loubt that the route was not only perfectly practicable, but so even beyond the sanguine hopes previously tertained of it, while the country through which t lay was not only extremely healthy but productive of mineral and vegetable wealth almost beyond estimate. Thus has the physical practicability of this route

been demonstrated. Its importance to the civilized world, and its enhanced importance to the United States, as the most direct route immediately practicable between the United States of the Atlantic and, (I may say, in anticipation of a few brief years,) the United States of the Pacific, is fully conceded.

It is then a question of paramount importance to this country to know whether there is any immedi-ate prospect of this route being soon opened, under such conditions as will satisfy the just demands of the United States and of the civilized world. And, incidental to this, it is necessary to know

first, whether the proprietors of the Garay gran still hold a valid claim to the right of way, with the privileges connected therewith, by that grant; or, se-cond, if not, whether the so-called "Sloc contract" fur-nishes any adequate substitute for this grant, or whether there can be any respect, or the still respectively. whether there can be any prospect of obtaining from dexico any new concession which will afford such a substitute.

The first question involves the history of the Garay

The first question involves the history of the Garay grant; and this has been so often repeated in the public journals, in various forars, that I think it unnecessary to do more than briefly allude to its most important heads. It is well known that in the year 1842 the supreme government of Mexico conceded to Don José de Garay, a Mexican citizen, the right of way across the Isthmus of Tehnantepec, with sundry important privileges attached, now constituting what is known as the Garay grant; that the limits of time for commencing the work of opening this route ware in two as the Garay grant; that the limits of time for commencing the work of opening this route were in two several instances extended—the last extension reaching to November, 1848; that before the expiration of the time specified by the second decree extending those limits, the work for opening the route was actually commenced; that by the terms of the grant the contract or possessed the power of transferring his right to other parties, "cither natives or foreigners;" and that, under this authority, he actually has twice transferred, wholly or partially, his right to third parties—foreigners in both cases. And the first transfer, so made was solemnly acknowledged by the representatives of the government of Mexico, during the negotiations which preceded the treaty of Guadalupe Hidalgo, by which acknowledgment they actually prevented the United States from insisting upon the acquirement of the right of way, as a condition which the conqueror might impose upon the conquered nation.

It is also well known that Mexico never decied the

ontion which the conqueror might impose upon the conquered nation.

It is also well known that Mexico never denied the validity of the original grant, nor of the first extension of time; and that, in affirming through her negotiators that the right had been granted to a Mexican citizen, by whom it had been transferred to foreigners, she, so far as this act was binding, maintained the validity of the second extension, for the grant was at that time held under this second extension.

tained the validity of the second extension, for the grant was at that time held under this second extension.

Nor has Mexico ever made but one point in anulling Garay's rights; and that was, that this second extension was illegal, though her negotiators, treating with the United States as representatives of her government and people, virtually and solemnly endorsed its validity.

A distinguished American Senator, in opposing the Garay grant, has not only rested his argument about the point the sole one that Mexico has made—but he has endeavored to invalidate the grant even in its very origin, and in all its successive stages, contesting even the authority by which it was first made, and afterwards extended—throwing doubt apon the affirmed compliance with its conditions on the part of the contractor, in executing the original survey, and in commencing the work under the second extension. It seems quite sufficient, however, to let Mexico speak for herself in this matter:—

The Mexican Congress affirmed "that the decree of Gen. Salas, of November, 1846, was null and vold, because he had not power to make such a decree."

In other words, that the Garay grant had expired, and become null and vold by its own limitations, because the authority by which its existence was continued was incompetent. No doubt was ever cast in Mexico—so far as I know—upon the original validity of the grant, & upon that of its first extension; nor yet upon the fact of the contractor having executed his preliminary surveys in good faith; or upon the fact of the contractor having executed his preliminary surveys in good faith; or upon the fact of the contractor having executed his preliminary surveys in good faith; or upon the fact of the contractor having executed his preliminary surveys in good faith, before the expiration of the time allowed him under the second extension granted by Salas.

It is upon the invalidity of this extension alone that Mexico justifies herself in now disowning the Garay grant.

Garay grant.

We may well content ourselves, therefore, to meet no more points than Mexico herself has made.

And, first, I would observe that the Mexican plenipotentiaries planted therealves upon this very extension of Salas, when, in 1647, they declared to Mr.

tension of Salas, when, in 1647, they declared to Mr.
Trist—
That Mexico could not treat upon this subject [the right of way across the Isthmus of Tebuantepee] because she had several years before made a grant to one of her own citisens, who had transferred his rights, by authority of the Mexican government, to English subjects, of whose rights Mexico could not dispose.

Now these very rights, of which "Mexico could not dispose" because they shad passed into the hands of English subjects, and which, by this solemn declaration, were prevented from falling into our hands by right of conquest, have now passed into the hands of American citizens by a process precisely the same as that by which they were then held by English subjects. The existence at that time, as well as at this, of any claims whatever other than the sovese" because they had passed into the hands iglish subjects, and which, by this solemn declar, were prevented from falling into our hands git of conquest, have now passed into the hands merican citizens by a process precisely the same at by which they were then held by English to found the right to regulate the tarnif of transportation, it will be easy to exact a transit tax, mutato momine. Besides the govern revenue laws of the republic have not been repealed even by this executive edict; and so far from the company to "adopt measures to ensure that even claim of Mexico to the right of way across the mas, depended upon the extension by Salas of largy grant. Neither was this extension of the tower celled in question by the Mexican government and meritant tax. It is also exempts the attention that clearly indicates that all other vascals entering the mexican Congress, or the Mexican peoreign claim of Mexico to the extenden by Salas of istimus, depended upon the extenden by Salas of the Garay grant. Neither was this extension of the

ple, until long after it had been avowedly transferred

ple, until long after it had been avowedly transferred to American parties.

The American parties who purchased that grant did so in good faith. They examined documents and titles—they looked at the long series of years during which this grant had been fully acknowledged by the government of Mexico—they looked to the solemn declarations made by Mexican plenipotentiaries to Mr. Trist, that the government of Mexico had divested itself of its supreme rights in this matter, and that they now were in the hands of others, "of whose rights Mexico could not dispose; they saw that not only was the original grant but its different extensions thus solemnly acknowledged, and they beheld themselves at last in possession of the very same solemnly acknowledged rights.

But they were not content with even this—they would take no important step until they had obtained a solemn reaffirmation, on the part of Mexico, of these newly acquired rights. They required a treaty between their own and the Mexican governments, by which the grant which they held should be acknowledged, and by which they should he assured of being protected in its maintenance.

The Mexican government were informed by our minister that the American holders of the Garay grant desired to resurvey the isthmus, and were invited to negotiate a treaty acknowledging and protecting this grant.

Now, it seems, would have been the time for the

grant desired to re-survey the isthmus, and were invited to negotiate a treaty acknowledging and protecting this grant.

Now, it seems, would have been the time for the Mexican government to say, "We know no sach grant. It once existed, but it has expired by its own limitations." So far from saying this, the Mexican government immediately forwarded passports for American engineers to enter the Isthmus, and requested the governors of Oajaca and Vera Cruz to afford them "aid and hospitality." The proposition to negotiate was favorably received, a treaty actually made, sent to the United States, returned for modification, and modified, and finally approved by the executive and Senate of the United States. No member of the government of Mexico—no member of its Congress—no public journal—raised a voice to doubt the validity of the Garay grant, and the events here alluded to occupied more than a year's time. It is shuffling to allege that Mexico was not aware, during all this period, that it was the "Garay grant." and that alone, which was in question. It was as notorious as the daylight, even though the name of Garay may not once occur in the papers and passports which have been laid before the Senate.

Things had reached the state already described before the American holders were willing to incur the risk and expense of commencing operations.

The Mexican government had shown the most favorable disposition, and had actually negotiated one treaty. Our own government had entered heartily into the measure, and the holders, anxious to open the route to the immense California travel, believed themselves secure in embarking on their great enterprise without waiting for the final ratification of the treaty.

With the consent and co-operation of the Mexican

treaty.

With the consent and co-operation of the Mexican government they sent their surveying parties to the isthmus.

The object of these parties was notorious. Still they were furnished with passports—renewed both at Vera Cruz and on the Isthmus—with the utmost cordiality. Col. Robles, who at that time had been notified of his selection as Secretary of War under Arista, received the members of the survey with cordiality—furnished them with all the advice and assistance in his power, (for he himself had assisted in the former Garay survey,) and visited them on their vessel.

in the former Garay survey,) and visited them on their vessel.

Such was the state of things at the commencement of the survey, in December, 1850.

Some six months after, a communication was received by the engineer of the survey, informing him that the Mexican Congress had annulled the Garay grant, and directing him to suspend the survey and to cause his parties to leave the country.

Thus, after Mexico had had ample time to make her protest—if she had a protest to make—after, (instead of doing so,) inviting the American parties to commence their work, and inducing them to incur an enormous expense, she unceremoniously abrogated the grant, and expelled the employes of the American holders from the isthmus.

In other contracts, as well as the marriage contract, there is a time when those interested should speak, "or ever after hold their peace."

I think that time had passed with Mexico, even had she found valid cause for disowning the rights of the American holders; but she has, as yet, presented no such case.

So much for the validity of the Garay contract.

the American holders; but she has, as yet, presented no such case.

So much for the validity of the Garay contract.

Mexico has unceremoniously set it aside. It is next in order to inquire whether the contract she has substituted, known as the Sloo contract, or Sloo grant, and which our government is asked to sanction and approve, furnishes any substitute—whether it can afford any such right of way across the isthmus as the United States and European nations demand.

Let us see who are the owners of the "Sloo contract":—

Let us see who are the owners of the "Sloo contract":—
William D. Lee, attorney for A. G. Sloe and his associates, and Messrs. Ramon Olarte, Manuel Payne, and J. J. Pessdo, for the Mexican associates and contractors concerned in the enterprise of the Tebuantepee intercesal's communication, and representing the whole company, which under the mame of the Mixed Company, is charged with the said opening and communication, in concert with the company named Osjaca, and Felipe Gargia and his associates, with the agents of the States of Unipas, Tobasco, and Osjaca.

The American character of this contract will be appreciated by aid of the foregoing enumeration of holders; and still more when it is added that the Micxican government shall be considered a stockholder to the amount of one-third the entire stock, and that Mexican citizens have the refusal of another

Mexican government shall be considered a stock-holder to the amount of one-third the entire stock, and that Mexican citizens have the refusal of another full third—thus making the control of the affair absolutely Mexican. Whoever knows how Mexican companies manage such matters will be able to estimate how such an olla podrida as this will get along. The Garay grant is one, and the holders are one company, and exclusively American.

But let us look a little further into the conditions of the two grants, and we meet with a stumbling block at the very outset in the Sloo contract:—

Art. 1. The way of communication shall be by water, as far as the river Coatsacoaleous in avigable, and where the navigation terminates the road, (mentioned in the second article,) shall commence.

2d. The centracters bind themselves to commence a plank road at the point at which the river Coatsacoaleous cases to be mavigable, leading to the Pacilis, in the year that this contract has been made, and to finish it is three years after having commenced it. To begin the construction of a railroad in one year, counted from this last date, and to finish said railroad, with all the necessary cars and engines, within the four following years, notifying the supreme government, in both cases, of having commenced the works, and of their being finished.

3d. The direction of the road shall be that which may be designated by competent engineers as being the most practicable from the shortness of the distance and from the facility of construction; the starting point being where previous surveys shall have shown that the river Coatsacoalcos is no further navigable.

Thus it will be seen that the contract binds the route to the river Coatsacoalcos as far as navigable; that the railroad must start at that point at which the surveys have shown that the river is "no further navigable."

mavigable."

When we speak in this general way of rivers being navigable or not navigable, we refer to the ordinary means of river navigation. By the contract, then, the railroad must start from the head of river navigation, not from the point to which sea-going vessels can ascend—at least this is the obvious construction of the physicallogy, making an additional least.

not from the point to which sea-going vessels can ascend—at least this is the obvious construction of the phraseology—making an additional breakage of bulk necessary in the transit and prolonging the time for passengers by twelve hours at least.

But if it is contended that the road may extend down to a point to which sea-going lyessels can assend there is still an important restriction here to which the Garay contract is not liable.

Article three of the Garay contract says:—
This [line of communication] shall be by water except where it is impracticable, when railroads and steam carriages shall be used.

The expression, "by water," no deubt had reference to the Coatzacoalcos on one side and the lakes on the other. But it was not known how far either were "practicable," and the Coatzacoalcos may be thrown out of the line by the Garay Company if they find a better route, as the lakes have already been. And this discarding of the Coatzacoalcos for another and a better line is by no means an improbable nor unimportant matter.

The other objections to the various clauses of the Sloc contract have been so well set forth by others that it is searcely necessary for me to discuss them more fully.

The following extract from the memoral of the

more fully.

The following extract from the memorial of the holders of the Garay grant to the President of the United States will indicate some of the most important :-It does not open a free way to them [the United

It does not open a free way to them [the United States].

It does not open a free way to them [the United States].

The way of communication across the Isthmus of Tehuantepec is required by the American government, not so much for the purposes of general commerce as for domestic intercourse between the systems of States now growing up along the shores of the Atlantic and Pacific oceans. This route is to become a great artery of circulation between those systems, and should be subjected neither to stoppage nor to stricture. As a medium of transit the hould be as free and open as that between any other States of the Union. This necessity requires the suspension by Mexico of all her laws that impose any restraint in regard to the entry upon a passage across the inthuns. It would involve merely such qualifications of ner sovereignty as would be created by free ports at the termini, and free passage through her territory. Her maritime, municipal, and federal jurisdiction might remain unimpaired in every other particular. Such are the provisions to which she assented in the grant held by your memorialists. It is true, that in the conflicting grant (that of Sico), which we are now considering, the Mexican government plausibly consents to impose "no tax or coutribution of any kind either from the transit of passengers or merchendise." But, as the government reserves to itself the right to regulate the tarnif of transportation, it will be easy to systek a transit tax, mulate momins.

have been no necessity for granting a special exemption of secure the enjoyment of a common right. The commercial intercourse of the United States will, herefore, be subject to tonnage and import duties, their assengers and mails to passports and charges, and their orecous metals to export duties. This medium of commerce of the whole world;" but that commerce will become a source of illegitimate revenue to Maxico. A subject of so much importance to the United States should be placed beyond doubt or difficulty, in terms which cannot be misunderstood or mi-applied.

In contrast to this, see the eighth article of the Garay contract:—

be placed beyond doubt or difficulty, in terms which cannot be misunderstood or mi-applied.

In contrust to this, see the eighth article of the Garay contract:—

Art. 8.—The government shall have the right of appointing the custom house officers which it may see fit, in the ports, and in any other points it may choose in the line of communication; but only for the purpose of recovering the duties of importation and exportation upon articles which do not come and go merely for the purposes of transport. and for preventing smuggling; and in no case shall they interfere in the collection of transport dues, nor in the collection of freights, lighterage or tomage, or of any other class of dues, for mone shall be payable by vessels loading or unloading for the transport of effects so lorg as the enimunication shall belong to the negotiation. The neasures which the government shall take for the prevention of smuggling shall be such as to cause no embarrassment or delay in the transport of effects across the 1sthmus, and particular regulations will be adopted and issued to this effect.

The holders of the Garay contract have the right to select their own ports. By the Sloo contract Vera Cruz and Ventoa are fixed, thus making necessary another transhipment at Vera Cruz, and much delay and increased expense.

It is well known that during the winter season the northers almost weekly cut off communication between Vera Cruz and the Coatzacoalcos. No vessel will put to sea during one of them, and none but the most seaworthy can contend with them when caught at sea. The bar of the Coatzacoalcos cannot be crossed while they are blowing.

Thus, as much loss of time will be incurred by the stoppage at Vera Cruz as in general would be required by the voyage from New Orleans to the Coatzacoalcos; and, in addition to this, the holders of the Garay grant, by the liberty they have in the selection of the r ports, have probably the means of overcoming the difficulty of the Coatzacoalcos bar.

The holders of the Garay contract are inve

their project with promptness, and without counting cost.

It is doubtful whether the Sloo contract will remunerate the holders, or enable them to raise capital to make a railroad.

For a more full expose of the objections to the Sloo contract I must refer to the able articles in the New York Times, Philadelphia North American, and to the memorial to the President of the United States by the holders of the Garay grant.

dent of the United States by the holders of the Garay grant.

We have been told that Mexico desired only to be released from the Garay grant, which had become odious to her—that she was willing to grant the right of way to the world on the most liberal terms.

The Sloo contract has enabled us to judge what she is disposed to do, and the feeling which has developed itself within the last two or three years shows conclusively that no concessions are to be expected from her towards the United States.

In the meantime, the United States and the civilzed world demand the opening of the Tehnantepec route. The substantial enforcement of the Garay contract affords the only means of effecting this object short of (what few good citizens desire) the absolute conquest of the country.

Byt. Maj. Corps of Enginers, and late Engineer of the Tehnantepec Railroad Company.

Philadelphia, May 24, 1853.

Railroad Intelligence.

of the Tehuantepec Railroad Company.

Philadelphia, May 24, 1853.

Railroad Intelligence.

Henderson Courier says:—The contract for building the Henderson and Nashville Railroad has been let out upon very satisfactory terms to the directory. They have taken the first and third sections of the road. The first section extends from Henderson to Madisonville, and the third section from Hopkinsville to Trenton. The ground on the road will be broken on Wednesday, the 22d of June next, at which time there will be a barbecue given. There will be several distinguished speakers in attendance on the occasion. Hon. O. H. Smith and Governor Powell will be among the speakers.

ABSECOM RAILROAD.

The advance of the season is naturally attracting much attention to this work. Operations along the whole line are in rapid progress, and everything bids fair for its completion and opening in time to be of great service. The terminus at Cooper's Point, Camden, exhibits a busy scene. The road through the town has received the superstructure, the laying of the rails being commenced at the Point, where also a capacious wharf, 300 feetin length, is in course of construction for the company, after which they purpose erecting the necessary edifices for the accommedation of passengers and trains.

PADECAH AND VINCENNES RAILROAD.

The books for stock in this road have been opened at Paducah, Golconda, Equality, Carmi, and Vincennes. This is a work of such vital and direct netrest to the citizens of southeastern Illinois, that the friends of the road throughout its entire length will be up and doing, and will give incontestible evidence that the people in south Illinois not only fully appreciate the fact that the building of this road would be of vast importance to the citizens of that part of Illinois, but that they are also ready and willing to assist in pushing forward this very important work.

MOBILE AND OHIO RAILROAD.

The entire road from Mobile to the Kentucky lien is under contract—a distance of 453 miles—except a few miles of light

few miles of light work in Tennessee and Mississippi, and can be constructed in six months. Nine-tenths of the contracts have been taken by planters along the road, who have in all cases given bonds for the performance of the work on or before the 1st November, 1854.

performance of the work on or before the 1st November, 1854.

SARATOGA AND SACKET'S HARBOR RAILROAD.

We learn from good authority, says the Saratoga Republican, that this road is to be built with all reasonable despatch. Altogether, it is one of the best undertakings of the kind ever projected in this State. It opens a large tract of country hitherto impenetrable, and brings into market thousands of acres of heavy timbered lands belonging to the State and to individuals, and affords market facilities for large portions of the Great West and the Canadas. It will shorten the distance between Lake Ontario and Boston, and will become the great thoroughfare for the trade and travel going east from the northwestern part of this State and the contiguous country lying west of the lake.

THE VALLEY RAILROAD.

and Boston, and will become the great thoroughfare for the trade and travel going east from the north-western part of this State and the contiguous country lying west of the lake.

THE VALLEY RAILROAD.

A full meeting of the directors of the Rochester and Genesee Valley Railroad took place at Rochester on the 19th inst. Mr. Boody having renewed his proposition to contract for building the road from Rochester to Portage, and also to equip the same, he agreeing to take the existing subscriptions so far as they go, and mortgage bonds for the balance in payment, much discussion arose thereon. Several directors strenuously resisted this proposal, on the ground that the amount for which the mortgage bonds must be issued would be too large—being about \$650,000, and it was rejected by the Board. We understand that the terms of the proposition were regarded as highly advantageous. The board passed a resolution declaring their intention to push the road on to Mt. Morris with all possible despatch, and also authorized the executive committee to receive proposals for rolling stock. Entire confidence is expressed in the completion of the road to Mount Morris, and hopes are entertained of its being pushed on to Portage, though the immediate prospect is not good for this last result.

THOMASTON AND BARNESVILLE BAILROAD.

The work on this road is progressing rapidly. The grading of it, for three miles out of Thomaston, is completed, and it is estimated that with the force at present engaged upon it, this part of the work will be finished during the present year. The entire route is upon a ridge, with no water course or other material obstruction. But one embankment or excavation of twenty feet is necessary, and that occurs in the portion of the road already graded. Almost the entire stock of this read has been taken by the citizens of Upson county, and we trust that their enterprise will be rewarded by the early completion and successful operation of the road.

The Utica Observer of May 19 announces the complete organization o

vote.

A vote was taken in Milwaukee, Wis., on the 17th inst., upon the question of loaning the credit of the city to an amount not exceeding \$200,000, in aid of the Lake Shore Railroad, which resulted in a decided the Lake Shore Railroad, which resulted in a decided majority in favor of the proposition.

A meeting was held in Meadville, Pa., on the 17th inst., and the Town Council authorized to subscribe for any number of shares to the Pittsburg and Erie Railroad, authorized by the laws of the State, not to

Railroad, authorized by the laws of the State, more exceed \$60,000.

Mr. Horatio N. Ferrill, formerly foreman of the bindery connected with the office of the Columbus, Ohio, Journal, committed suicide on the 9th inst. by shooting himself through the heart. He first discharged a shot at his wife, but the wound inflicted on her is not mortal. He discharged three shots into his own breast, and died immediately.

The work upon the continuation of the line of railroad from Lackawana to the Delaware Water Gap, commonly known as the "Cobb's Gap Road," has

commonly known as the "Cobb's Gap Road," has been commenced, and it is intended to push it with all pessible speed to an early completion.

The Great Southern Movement—Northern Sentiments.

[From the Philadelphia Bulletis, May 25.]

THE MEMPHIS CONVENTION.

The South, it would appear, is about entering in earnest on the work of regeneration. The comparative decline of that portion of the Union, as measured, at least, by the rapid advance of the North, has awakened her statesmen, merchants, planters and citizens generally, to the necessity of a new policy. It is accordingly proposed to have a line of steamers from Charleston to Europe; to establish a cotton depot somewhere on the continent of Europe; to encourage direct trade to and from Southern ports; and to establish manufactories. These various projects it is proposed to discuss in full at the Memphis Convention.

We are glad to see the South aroused at last, but

courage direct trade to and from Southern ports; and to establish manufactories. These various projects it is proposed to discuss in full at the Memphis Convention.

We are glad to see the South aroused at last, but have little faith in the proposed measures, at present, except the manufactories. The others seem to us, in fact, to be putting the cart before the horse. As long as England continues to make the goods which Southern planters buy so long will cotton find its way to Manchester, in spite of the continental depot. It is, indeed, thought, by some persons, that such a depot will build up manufactories are to be built up anywhere by Southern policy, it is wiser to build them up on the soil of the South; for, in that case, freight, commissions, insurance, interest and various other matters, which now go to factors, shippers, and middle men generally, will be saved to the planter, in whom, finally, all such expenses fall.

The first point for the South, therefore, to direct its attention to, should be the encouragement of domestic manufactures. The State of Georgia is an illustration of what can be done in the South, where such manufactures are fostered systematically. The idle waste, the exhaustion of soils, which have here tofore characterized that region will yield there, as everywhere else, to thrift, industry, enterprise, and thorough agriculture. Nothing will facilitate this reform more than the erection of factories in convenient locations, and the bringing the market thus, in a greater or less degree, to the door of the planter. Wherever this is done, the country is thriving; wherever it is emitted, soils soon become exhausted. Virginia has retrograded by the negleat of this rule, while Georgia has advanced by obeying it.

The South, during the whole of the past generation, repudiated manufactures very generally. We behold now the results. But a change is coming over the opinions of her leading men. They cannot shut their eyes to the fact, that under the old system a large portion of the South has b

succeeding year, there are more and more converts in the South to the necessity of domestic manufactures there.

The true policy of the South is to make up as much cotton as it can, and export only the balance. The saving, even on the cotton goods they directly consume, will then enable the Southern people to purchase hundreds of luxuries of which they have now to deprive themselves, or which they procure only by invading their capital. The trade of the South would not fall off by this encouragement of Southern manufactures, for the increased wealth of the South would give new vitality to Southern commerce. Then steamships to Europe, and direct traffic to and fro from Charleston, will be things of natural, not of forced growth, and will flourish of themselves.

It may be said, by some skeptics, that the South cannot establish manufactories. But, with the immense water power which exists through all that region, and, with the intersecting lines of railroads which will soon join all portions of the South together, this appears incredible. Indeed, it is known that it is so. Manufactories, when properly con ducted, have succeeded in the South, as Georgia can testify.

We bid our Southern brethren good cheer, meanwhile, in their work of regeneration, however they may begin it, and however they may carry it on. We have no narrow jealousy of them, but wish them success with all our hearts.

The Musical Season in Boston

The Musical Season in Boston.

[From the Boston Transcript, May 21]

The musical season may now be considered as ended. Rossini's "Barber of Seville," by some considered his masterpiece, closed the long list of instrumental and vocal performances, which, from early in September of last year till the present time, have pleased us more or less, according as we sympathized with the music, or acknowledged the skill of the performers.

the performers.

The retrospect of the opera has much more of pleasure than regrets. Of the two great schools of missie, ander which modern opera, may be classed—the properation of the performance of the

ranted in promising to any impressario who will arrange a company properly, bring out good operas in ungarbled integrity, a golden harvest, whose duration will be commensurate only with his efforts to

OFF FOR THE TEXAS PLACERS.—The Memphis Whig, of the 14th inst., says:—Several adventurers set out for the newly discovered land of gold this evening, to try their hands towards making a fortune. We predict a tremendous emigration for Texas from the whole surrounding country.

Minister from Ecuador-Gen. Joseph Villamil.

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[From the New Orleans Bee, May 20.]

This distinguished gentleman will leave New Orleans in a day or two, for Washington, whither he repairs in the capacity of Minister Plenipotentiary of the republic of Ecuador. Gen. Villamil, as our readers are probably aware, is a Louisianian. His career has been singularly varied, and affords a striking illustration of the upward and onward tendency of those minds in which nature has implanted an indomitable spirit, a resistless will, and an impulsive and unflagging energy. A brief survey of the leading incidents in the life of Gen. Villamil will best exemplify our assertion.

minds in which nature has implanted an indomitable spirit, a resistless will, and an impulsive and unflagging energy. A brief survey of the leading incidents in the life of Gen. Villamil will best exemplify our asserticn.

Joseph Villamil was born in New Orleans in the year 1789. From early youth he wasstudious, grave and thoughtful. His education was limited to the ordinary rudiments of knowledge, such as alone could be obtained in Louisiana sixty years ago. Nevertheless, he improved every scanty opportunity of acquiring information, relying on his own native powers of intellect to supply imperfect instruction. In 1808, while yet a youth, he took a profound interest in the wars which the South American provinces were waging for their independence, and repairing to Venezuela, where two-of his brothers had long resized, joined the patriots and fought beneath their flag. Having fallen into the hands of the enemy, he only escaped death through the intercession of several prominent leaders, but was compelled to quit Venezuela. Young Villamil, still ardent in the cause of freedom, went to Guayaquil, which he found ripe for revolution, and soon after volunteered in her army, and helped to fight her battles, and establish her independence.

Various acts of intrepidity and military skill signalized the career of Villamil, and at length obtained for him the rank of Major in the republican army. He remained in the service of Guayaquil, rising from post to post, until in 1840 he was promoted to a full Colonelcy. In 1845, the administration of Flores became so odious that civil war broke out. Villamil, susual, combatted on the side of the people, and after many engagements, routed Flores and conditions and tranquility. General Villamil, for this runk had the brave chieftain been exalted, was appointed Prime Minister of Pre-ident Urbino, and, for a while, peace and quiet prevailed in Guayaquil. In 1852, the restless spirit of Flores created fresh agitation. He reappeared in the vicinity of Guayaquil at the head of 1500 men,

ARRAIGNMENT OF A GIRL FOR THE MURDER OF HER LOVER.—Agnes Anderson, the young woman now in confinement charged with the murder of Mr. Taylor, was brought up for arraignment this morning, in the Fifth district court. The court room was crowded on the occasion. Agnes had on a black silk drees, a bonnet, and a green veil, and looked atigued and care worn. When called to the bar, she advanced from her seat with a steady step, but when the clerk commenced reading the indictment and the finding of the grand jury, her assumed fortitude gave way, and before the document was read she became terribly agitated. When the clerk had finished reading the indictment, he put the usual question, "Are you guilty or not guilty?" to which she replied, "I am guilty in self defence, and I wish I was hung and be done with it. I'll die for him; I love him; I wish I was hung for it; I don't want to live in chains." Her language here became incoherent, and in the midst of the excitement of the scene, the Judge very properly ordered the officer to remove her from the court room.—Augusta, Ga., Sestinel, May 24.

FINANCIAL AND COMMERCIAL.

SATURDAY, May 28-6 P. M. There was a steady, firm market to day, with pretty large transactions in the most prominent fancies. The greatest improvement was in Crystal Palace, which adhas fluctuated about eighteen per cent. It is pretty diffi-cult to tell what its intrinsic value is. It depends upon so many contingencies that to touch it, any way, is a matter of speculation entirely. The corner in Phoenix rorks pretty well, but it bas no basis. It is easy enough to buy the stock, but it would be exceedingly difficult for any of the present heavy holders to sell. It is only by continually buying that the market price can be sus-taized. Erie Railroad appears to be tending downward. There were large sales to day, but the opening price was not sustained. Harlem opened and closed heavy. The market looks sick. An upward movement may occasionally be made, but there is nothing to sustain it. No one out of the street can be induced to touch any of the unguaranteed securities on the market. The whole force of the regular street operators is applied to inflating and depressing prices; but they are so equally balanced that not much progress is made either way. The bears rather have the advantage, and the chances are decidedly in their favor.

The receipts at the office of the Assistant Treasurer of this port te day, amounted to \$79,989 85; payments \$109,285 88—balance, \$7,000,192 87,

The sales at the Mining Board to day, were as follows:-225 shares Ulster Lead...... 83 1% 200 do do 590 300 do do 560 350 do do 560 100 do Norwich Copper 53 100 do Middletown Lead .

We have received a report relative to the conditions nd resources of the M'Cullock Copper and Gold Mining Company of North Carolina, made by Professor Jackson, the distinguished geologist. This mine has been so long and so well known, that very little can be said that is not already known, to give it the character it is entitled to. The endorsement even of Dr. Jackson is not necessary to guarantee its great richness and value. This mine is more widely and more favorably known than any other in the country. It is known to contain inex. haustible quantities of copper and gold ores, of extraordi-nary richness. The openings which have been made along the course of the river settle, beyond a doubt, the question of its great and peculiar value. Its location within two miles of the company's lands. The great value of this property consists chiefly in its immense vein of copper, which, in the language of Professor Jackson, is one of the best in the United States. It has never been worked for copper, the vein having been discovered only ore has been regarded as of no value; yet, whilst mining for gold, upwards of one hundred tons of the sulphuret of copper have been incidentally taken out. This copper ore has, by thorough analysis, been found to contain

34-21 per cent of copper.

This company, therefore, takes possession of the property in a well developed state with large quantities of copper ore ready for immediate shipment; also, forty to fifty thousand bushels of golden ore lying on the surface, as it came from the mine, with the residuary of twenty seven years, from which five hundred thousand dollars have been taken, leaving over half a million of bushels on the surface for immediate reduction by means f new machinery.

Here is what Professor Jackson says about this cele-

Here is what Professor Jackson says about this celebrated mine:—

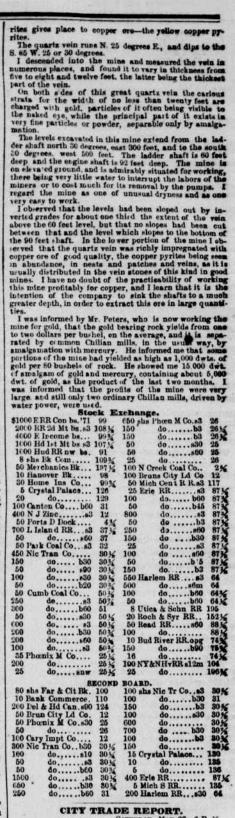
This mire is situated in the township of Greensboro', Guildford county, North Carolina, and has been worked for twen'y seven years. I learn from good authority that it has, during the whole period, proved very rrofit able to the owners and that it is considered, by all competent judges in the vicinity, to be the most valuable known gold mine in the State.

But little attention has been paid to the value of the important lode of copper ore which has recently been disclosed in the lower workings of the mine. This new will be rendered available, and will be brought to market. A considerable supply, probably as much as one hundred tons of copper pyrites now lays about the wine. It having been disregarded while the attention of the miners was devoted wholly to the working of the gold ones, for copper has proved troublescens in the gold amatgamation mills, and is avoided, so far as is possible, in the usual methods of presaring gold by mercury.

The geology of the Metullack mine is very simple. The recks containing the gold are talcose and chlorite slates, thoroughly charged with ochreous exide of iron and decomposing iron pyrites. In the midst of this rock, and

rites gives place to copper ore—the yellow copper pyrites.

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CITY TRADE REPORT.

SATURDAY, MAY 28—6 P. M.

ASHES have not varied. There were 75 bbls. bought, at

\$4 \$1\frac{1}{2}\$ for pots, and \$5 \$3\frac{1}{2}\$ for pearls, per 100 ibs.

Brandetupys—Flour continued active and firm. The sale
reached 13 000 bbls. sour at \$3 \$7\frac{1}{2}\$, as \$4 \$1\$ uper fine No.

2 at \$4 \$12\frac{1}{2}\$ as \$4 25, ordinary to choice State at \$4 50 a.

\$4 \$1\frac{1}{2}\$ for mixed to fancy Indiana and Michigan, at \$4 \$6\frac{1}{2}\$ as

\$4 \$1\frac{1}{2}\$ common to good Ohlo at \$4 \$6\frac{1}{2}\$ as

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\$5 \$12\frac{1}{2}\$ as \$6 25 per bbl. Canadian was pretty brisk

and buoyant. About 1,200 barrels superfine changed

hands, chiefly at \$4 50. Southern was quiet but steady.

There have been 1,500 bbls sold at yesterday's quotations.

Rye flour remains as last noticed. Some 100

bbls. Jervey corn meal fetched \$3 per bbl. Wheat was in

fair demand. The business comprised 18,000 bushels

michigan, \$6. white, at \$1 18 a \$1 18\frac{1}{2}\$ and 9,200 Canadian red and mixed, in bond, at \$1 10 8 as \$1 10. Rye

was plenier and lower. Sales of 1,200 bushels were

effected at 98c. Oats varied little. Corn was unaltered.

The sales reached 33,000 bushels, at 58c. a 60e. for da
menged; 50c. a 62c. for mixed and white Southern; and

60c. for yellow do. per bushel.

COTON.—The market continues very firm; the sales to
day smount to 2,700 bales at our quotations.

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day and the sales to the process of the continues of the sales to
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COFFER—But 300 bags file and laguages were taken as 9½c, a 9½c per 1b.

Figh.—Nothing new has occurred in cod or mackered. Some 1,600 boxes amoled herring were bought at 28c. for No. 1 and 37c. a 40c. for scaled, per box.

Fighthalman and the scaled per box.

Loss blue rosin were engaged at 1s. 7½d. Flour was at 2000 blue rosin were engaged at 1s. 7½d. 1s. 7%d. a 1s. 9d. asked and 100 tons bacon were emgaged at 20s. There was no alteration to notice in the rates to the continent. To California and Australia there was no change worth notice.

FRUIT—The sales were confined to 250 boxes bunch raisins, at \$2.75; 300 cluster do, at \$1.80; 50 cases citron, at 23c; and 26 bbls. currants, at 10%c. a 10%c. Hay was less extensively dealt in, at 85c. a 31 per 100 lbs.

HEMP.—A small lot of rough American was sold at \$150 per ton.

100 bs.

HEMP.—A small lot of rough American was sold at \$180 per ton.

Hims remain without any change worthy of notes; purchases being made only to meet immediate wanta. The sales for the past week compriss:—2,500 Bucnos Ayres, 20 a 21 lbs. avg., at 17½c.; 6,000 do, via Bremem, a superior lot, at 17½c.; 8,200 Africans (bisons), 9 lbs., at 17½c.; 8,200 Africans (bisons), 9 lbs., at 17½c.; 8,200 Africans (bisons), 9 lbs., at 17½c.; 800 Eavanillas. 26 lbs., at 11c. as they run; 8,000 Porto Cabellos, 21 a 23 lbs., at 14 a 14½c. as they run; 1,741 Sandwich Islands, to be made dry, 24 a 26 lbs., at 10½c.; 2,400 green salted California, on private terms; 1,600 do hip, at 9c; 430 dry salted West India, on private terms; 1 200 Southern and Texas, at 10 a 12½c.; 5,000 green salted Buenos Ayres horse have been taken for shipment to England, on terms we did not learn, all six months, or discount off for cash.

IRON.—Scotteh pig was saleable and uniform, at 238 a 250, cash, and 350 a \$31, six months, per ton.

LAYRS.—Eastern were rare and needed, at \$2 per thousand.

\$29. cash, and \$30 a \$31, six months, per ton.

LAHS.—Eastern were rare and needed, at \$2 per
thousand.

LIME.—Rockland was obtainable at \$5c. for commen,
and \$1 32 for lump, per bbl.

Molasses.—Sales have been made of 100 hhds. Muscovado at \$23; 200 Cardenas, in lots, at 21c. a 22c., and 160
Texas at private bargain.

NAVAL STORES.—Is rosis, tar, or crude turpentine ne
new feature was apparent. Small parcels of spirits turpentine were procured at 44c. a 45c. per gallon.—a further
abatement.

OHS.—We have no change to note in whale, sperm, or
olive. About 3,500 gallons linseed were purchased, at 62
a 63c. per gallon.

Provisions.—Pork was very dull. The sales did not exceed 500 bbls., at \$13 for prime, and \$15 50 for meas, per
bbl. Cut meets were unaltered. Lard tended downwards.
The sales embraced 400 pkgs. common to prime, at 9% a
9%c per 1b. Beef was plenty and heavy. The sales of
the day were confined to 250 bbls at former prices. Butter and cheese remained as previously represented.

RICH was very quiet at \$4 a \$4 50 per 100 lbs.

SOAP.—About 150 boxes castle were obtained at 10%c.
per lb.

Tallow.—Some 8,000 lbs. prime fetshed 9% a 9%c.

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Tallow.—Some 8,000 lbs. prime fetched 9% a 9%c. Per lb
WHERKY favored buyers. The sales did not exceed 500
bbls Ohio and prison at 22% a 22%c.; and 50 hhds.
drudge at 22c. per gallon. IMPORTATIONS FOR THE WERE ENDING PRIDAY.

bbl. Ohio and prison at 22% a 22%c.; and 50 hhds. drudge at 22c. per gallon.

IMPORTATIONS FOR THE WERK ENDING FRIDATS MAY 27.

Bleaching powders—60 casks. Barilla—5,000 quintals. Beer—205 barrels. Bricks—23,945 fire brick. Coals—2,398 tons. Copper—24 hogabada; 5 tierces; 52 boxes; 50 pieces. Cofree—11,120 bags; 4 barrels. Dys—2,245 bags sumac; 76 casks argols; 152 cercons indigo; 5 seroons cochineal; 31 bags yellow berries. Dyswoods—364,000 pounds and 3,950 quintals log-wood. Drugs—132 casks alkali; 2,690 kegs bloarb roda: 1,047 casks sods; 48 casks soda ash; 4 barrels and 34 half barrels arrowroot; 150 cases and 7 bags gum; 104 bales licorice root; 508 boxes boxes, 16 casks aream tartar; 93 bales sarasparilla; 9 casks and 100 barrels chemicals; 50 boxes boxe; 16 casks agar of lead; 14 cases masns. Dry goods—20 packages per Johanna Elizages per Howard; 177 packages per Robert Kelly; 600 packages per Howard; 177 packages per Robert Kelly; 600 packages per Howard; 177 packages per Robert Kelly; 600 packages per A. Franklin; and 330 packages per Fruit—100 pounds yams; 6,572 boxes oranges; 5,647 boxes and 200 half boxes lemons; 155 cases citron; 612 bags ülberta; 436 bags walnuts; 370 coses pines; 134 bunches bananas; 436 bags walnuts; 370 coses pines; 134 bunches bananas; 2100 boxes and 228 half boxes raisins; 4 barrels tamarinds; 23 casks olives; 402 bags. 7 6 barrels. 66 baskets shelled almonds: 12 cases awestments. Gypnum—15 cases. Guano—300 bags. Hides—7,065; 37 deer skins; 165 packages. If sheep; 80 cask rape oli; 1,740 cases 523 baskets olive; 3 pipes do.; 8 barrels, 13 pipes linaed; 12 tierces, 50 half barrels. Marble—544 blocks. Metal—2,679 pigs, 4 185 barrels. Heng—304 beres. Henre—30 barrels litharge, 181 barrels red lead. Plaster—355 toas plaster. Fotabos—490 barrels, 8 bunches area; 190 boxes. Segar—50,28 hegsheads, 46 tierces, 146 barrels, 3,725 barrels, 190 boxes. Segar—50 casks and 64 boxes nutmegs, 3,900 piculs pepper. Segar—502 hegsheads, 46 tierces, 146 barrels, 3,725 barrels, 150 bares. Spelter